

WEATHER.

Probably fair tonight and Saturday; moderating temperature; north and northeast winds.

Taft Off on Trip

Leaves Washington This Afternoon for Atlantic City.

TO CRUISE ON MAYFLOWER

After Flying Visit to Seashore, He Boards Boat at Philadelphia.

EIGHT SENATORS WITH HIM

Four Republicans and Four Democrats in Presidential Party. Cabinet Seeks Cool Place.

When President Taft's cabinet straggled into the executive offices today to meet before the President started on his trip the members found the temperature in the cabinet room, in spite of all anxious doorkeepers could do, well up in the nineties. The President dropped in a few minutes later, found his official family perspiring freely and making remarks about the weather. He immediately issued an executive order that the meeting be held today in his private office, which is cooled by a modern refrigerating apparatus that keeps the thermometer down to 80 degrees.

President Taft's guests on board the Mayflower for the next three days will be Senators Penrose, Briggs, Brown, Root, Taylor, Bacon, Foster and Overman—four Republicans and four Democrats. Secretary Hilges and Maj. Butt will also be of the party.

The President left Washington for Atlantic City at 3 o'clock this afternoon, and after addressing the Christian Endeavor convention there will return to Philadelphia, where he will board the Mayflower tonight.

Senator Crane and several other senators who were invited did not feel that they should leave Washington at this time and declined the invitations.

The composition of the party eliminates conjectures that important legislation was to be discussed.

Many Want Taft's Presence.

The Cleveland, Ohio, League of Republican Clubs, through Senator Burton, has invited the President to attend a political celebration August 19, but he will not accept. The Young Men's Republican Club of Minneapolis wants the President as its guest at a dinner in September, when he goes to Minnesota. Waco, Tex., has asked the President to visit the city on his way to the New England States.

The New England Eagles have invited him to meet with them at Lawrence, Mass., July 26-27, but he has declined. The Fair Association of Albany, N. Y., wishes him in that city, the date to be fixed by him. New York City's Commercial has extended an invitation to attend the annual banquet November 18.

Newton W. Gilbert, vice governor of the Philippine Islands, was a guest of President Taft at luncheon this afternoon, at which he told the President about the affairs of the islands.

Mr. Gilbert said that there might be some trouble with the Payne-Aldrich law in this country, but it had done wonders for the Philippines, doubling their exports to the United States and increasing by 40 per cent their exports to other countries of the world. This had resulted in prosperity for the islands.

If President Taft does not accept a summer home offered him in Stevens county, Wash., it will not be the fault of the language used by the organization which has made the offer. This organization is the Stevens county Federation of Commercial Clubs. The proposed summer home is at Browns lake, contains eight acres and is a beautiful place. Spokane. This is what the federation wishes the President about the spot:

"Surrounded on every side by jagged mountain peaks, pointing the way to the setting of the western sun, towering firs and pines vieing with each other in their contest for supremacy, seemingly struggling against the odds of creation to attain a glimpse of the unriveted mysteries of the great beyond, where fragrant cedars, whose green spreading boughs in silent eloquence preach the weary traveler the hand of peace and rest, there nature's landscape artist has planned and placed a beautiful little clear-water lake, about thirty acres, with numberless ice-cold springs to feed its contributions to the atmosphere.

"Its mirrored surface is seldom disturbed by the god of winds, and flowers lightened of their petals, and the sun-kissed cup of Providence. Song birds, as are known only to the mountains of the far west, fill the air with pleasure and gladness and good morning to the first gleam of the dawning day."

Plans for the President's trip today are: From Washington to Philadelphia his private car will be attached to a regular train, but from Philadelphia to Atlantic City the President will travel in special. Leaving Atlantic City about 11 o'clock, the President expects to reach North Philadelphia about midnight.

Philadelphia he will take an automobile for the League Island navy yard. The ride will be straight down Broad street, and it is probable that the President will be on board his yacht before 1 o'clock.

The senatorial guests will go on board the Mayflower earlier, and she will be ready to weigh anchor as soon as Mr. Taft passes up the gangway. The cruise will be a day and three days and will end at the Potomac to Washington.

HIS CONDITION IMPROVES.

Paris Reports From John W. Gates, American Financier.

PARIS, July 7.—Intimate friends who see John W. Gates daily say the condition of the American financier is much improved. According to these persons, he is sitting up in bed and is able to read the day and three days ago drove through the Bois de Boulogne.

An abscess in the throat was lanced recently, and this left Mr. Gates weak, and his physicians ordered that he do no work and no talking. He has been some from the kidneys, due to poisoning from the abscess in the throat.

Mr. Gates' physicians think he can travel after ten days, and plans already have been made for his return to America at the end of the present month.

SULLOWAY HOME DAMAGED.

Representative Among Sufferers by Electric Storm—Woman Killed.

MANCHESTER, N. H., July 7.—During a severe electrical storm yesterday lightning struck the residence of Cyrus A. Sulloway, representative in Congress from the first district, and the roof was burned from the house. The representative, who has been ill in bed for ten days, was removed by neighbors to an adjacent house.

A bolt entered the home of Mrs. James Herod, killing her instantly.

PAY BIG "MUD TAX"

Senator Swanson Pleads for Improvement of Roads.

SAVING OF \$250,000,000

Wants Nation to Spend \$20,000,000 Annually for Five Years.

WOULD BENEFIT THE FARMERS

Cost of Hauling Products, It Is Claimed, Would Be Cut Almost in Half.

Two hundred and fifty million dollars is the annual "mud tax" of the people of the United States, says the senator, who would be effected if the roads over which the products of the farm and garden are hauled to market were improved, according to figures produced in the Senate today by Senator Swanson of Virginia.

Senator Swanson was making his maiden speech in the upper house, and he was urging the passage of his bill, which proposes that the Federal government expend \$20,000,000 in road improvements each year for the next five years.

The amount is to be distributed among the states in accordance with the population living outside of cities of more than 150,000 inhabitants, but only used when there is a local contribution by state or county authorities of an equal amount.

In estimating the annual "mud tax," Senator Swanson explained that careful investigation of experts fixed the average cost of hauling the products of the farm over country roads at 25 cents a ton per mile. If the roads were improved, as are those in England, France and Germany, it is estimated that the cost would be reduced to between 12 and 13 cents a ton per mile.

Senator Swanson argued that the improvement of the roads in this country would be more than paid for by the saving of twenty years.

Obligation of Government.

Senator Swanson argued that the government is, in all justice and fairness, bound to contribute to the establishment and maintenance of good roads. It is now paying to the railroads of this country more than \$50,000,000 a year, he said, for using its tracks to carry mail over long routes, and while it is using more than 1,000,000 miles of roads for carrying its mails on star routes or rural free delivery routes, it pays not a cent for the use of the roads.

"The counties and states contribute little money for the construction and maintenance of these country roads, as much as do the stockholders of the railroads for the construction and maintenance of their lines," he said. "If it is just and fair that the government should pay this vast sum of money for utilizing the tracks of the railroads, it is equally just and fair that the government should contribute a fair amount for using their roads for the conveyance of the government's mails."

Other Nations Better Off.

Pointing out that less than 200,000 miles of the 2,155,000 miles of roads and highways in this country are macadamized or improved with hard surfaces, Senator Swanson remarked that "no other nation in the world is cursed with such a wretched condition of roads."

The high cost of transporting the products of the farm to wharves or depots over miserable roads, with the resulting "mud tax," Senator Swanson declared, is not the only loss occasioned by bad roads. The poor condition of the roads makes it unprofitable to market much of the products of the farm. This loss to the farmer cannot be estimated, Mr. Swanson said, but it is big.

Bearing on Education.

Good roads have an important bearing on education, too, argued Senator Swanson.

"Statistics gathered from my same source show," he said, "how education and school attendance are affected by improved roads. These statistics show that in five states in which about 34 per cent of the roads are improved, seventy-seven per cent of the pupils enrolled regularly attend the public schools. In five states in which the improved roads only amount to 1.5 per cent, only fifty-nine out of each 100 pupils enrolled regularly attend the public schools."

To the argument that the government would be bankrupt if it started out to improve the roads, Senator Swanson replied that the same fate was predicted when the rural delivery system was inaugurated. Yet the Post Office Department is fast becoming a financial assistant. Of these two, the number of rural routes and the wiping out of the deficit can be attributed, certainly in part, he claimed, to the increased revenues resulting from the establishment of the rural mail delivery system.

Places for Two Americans.

TEHERAN, Persia, July 7.—The national council has adopted the proposal of the treasurer general, W. Morgan Shuster, for the engagement of three additional financial assistants. Of these two are to be Americans. The third will be an European, who is to organize the treasury gendarmes.

CONNELLY WINS RACE

French Naval Officer Victor on International Circuit.

FLIGHT OF 1,000 MILES

Under Name of Andre Beaumont He Covers Distance in About 59 Hours.

GARROS SECOND; VIDART THIRD

Final Leg, From Calais to Paris, Is Made in Two Hours, Thirty-Three Minutes by Vidart.

PARIS, July 7.—Lieut. Conneau, whose racing name is Andre Beaumont, won the 1,000-mile international circuit aviation race, which ended today at the aviation field at Vincennes. As he had already won the Paris-to-Rome contest, Conneau brings added glory to the French navy, of which he is an officer. Garros was second and Vidart finished third. Of the fifty aeroplanists who took wing at Vincennes June 18 nine reached the final goal. Two of the racers, Le Martin and Landron, and Capt. Prince-tau, who had been detailed to work out certain problems in reconnaissance in connection with the race, were killed the opening day. Several others received more or less serious injuries from falls.

The course took the airmen through four countries, from Paris across Belgium and Holland, over the English channel to London and return. Prizes aggregating about \$100,000 were given.

Nine Only on Final Leg.

The nine survivors started at Calais at 6 o'clock this morning on the final leg to Paris, with a stop at Amiens. Kimmerring had a fall into a wheat field near Boulogne-sur-mer. His machine, capsize and was demolished. The aviator, for a wonder, escaped injury and gamely motored back to Calais, where he procured a new aeroplane and made a fresh start.

A vast crowd was at Vincennes in anticipation of the finish, but cordons of troops kept the spectators out to prevent the possibility of catastrophes like those at Issy-Les-Moulineaux at the start of the Paris-to-Madrid contest, when Garros, Bertheaux, the minister of war, was killed and Premier Monis and others were injured by an untimely aeroplane that crashed into the crowd.

Today M. Lepine, the prefect of police, forbade the airmen flying over Paris and ordered them to make a detour of the city. The race really was between Beaumont and Roland Garros, the leaders by many hours in the combined stages up to Calais. Garros arrived here ten minutes before Beaumont, but the latter won on elapsed time for the entire race.

Winner Carried From Field.

The racers were given a splendid welcome as they came to earth. The Vincennes woods rang with cheers as the winner stepped out of his machine. Fellow officers rushing up first embraced and then carried him off the field in triumph. Vidart was the first to arrive, settling down on the field at 8:35 o'clock. The others followed in this order: Gilbert, 8:45; Garros, 9:15; Beaumont, 9:25; Renaux with his passenger, whom he carried throughout the race, 10:25; and Kimmerring, 10:31.

On arriving Kimmerring announced that Vedrine had smashed his machine at Amiens, but was starting again with a new one.

The official times of the fliers from Calais to Paris were: Vidart, 2 hours 35 minutes 4 seconds; Gilbert, 2:36:49; Garros, 3:13:49; Beaumont, 3:26:15; Renaux, 4:13:00; and Kimmerring, 4:21:24.

The best times recorded for the entire circuit were: Beaumont, 38 hours 35 minutes 45 seconds; Garros, 62 hours 15 minutes 24 seconds; and Vidart, 73 hours 32 minutes.

Aviators Cross Mountains

in German Circuit Flight

BERLIN, July 7.—Four aviators, Bruno Buechner, Vollmuller, Laitsh and Noel, completed the most difficult stage of the German circuit flight today by crossing the Hartz mountains from Nordhausen to Halberstadt, a distance of about fifty miles. The first three carried passengers.

The highest point of the mountain system passed is 4,900 feet, but the elevation was a minor peril, the greatest danger being from the irregular winds around the isolated mountains.

Koenig and Wenzler collided at the start and damaged their machines. They arranged to make a new start in company with Jearnin and Hanuscheck to Berlin. With only the Halberstadt to Berlin left to be accomplished Vollmuller leads with 300 miles covered. Buechner has made 688 miles. However, if Koenig and Wenzler succeed in their flight he will be in the lead with a total of 1,018 miles.

BODY IN BURLAP BAG.

Man Found Floating in Canal Near Phoenix, N. Y.

SYRACUSE, N. Y., July 7.—The body of a man tied in a heavy burlap bag was found floating in the Oswego canal near Phoenix, twelve miles north of here, early today. The hands and legs were held tightly with fraying wrapping. The man appeared to have been about fifty years old. He was five feet and six inches in height and weighed about 150 pounds. The face was beardless and the hair black. No one in Phoenix could identify the body, which was badly decomposed.

RAILWAY MAIL CLERK HURT.

Found on Floor of Car With His Skull Fractured.

PITTSBURGH, July 7.—Elva Sole of Baden, W. Va., a railway mail clerk, was found unconscious on the floor of his car today at Burgettstown, near this city. He was brought to a hospital here and his skull fractured. The cause of the fall was a large lump of coal on the floor of the car beside him, but just how Sole was injured is not known. Government officers are investigating.

Ohio River Dam Opened.

WELLSBURG, W. Va., July 7.—Dam No. 11 in the Ohio river system of locks and dams, by which a nine-foot perpetual stage to Cairo is to be obtained upon completion, was thrown open for navigation here yesterday, and despite the low water the packet Lucille Nowland passed through at the head of a ten-mile aquatic procession. Mayor W. A. Magee and Representative A. J. Barchfield of Pittsburgh were the speakers.



DEATH OF A. C. MITCHELL

Republican Representative in Congress From Kansas Victim of Stomach Trouble.

Lieut. Milling, in Airship, Calls at Washington Barracks.

ATWOOD ON HIS WAY

Aviator Expected to Leave Atlantic City for Washington at 3 O'Clock.

TRIP FROM COLLEGE PARK

Lieut. Kirtland Also Adds to Fame by Rising to Height of 3,260 Feet.

Lieut. Thomas De Witte Milling of the United States Army stepped into his Wright biplane at College Park, Md., this morning and after rising to a height of about one hundred feet and circling the field several times decided to call on his brother officers at the Washington barracks. He left the aviation field at 11:15 o'clock and arrived at the parade grounds of the barracks in this city about fifteen minutes later. Lieut. Milling carried a passenger, Lieut. Kirtland.

Upon his return to the aviation park Lieut. Milling said he made a "fine trip and fine landings."

Fort Myer Trip Postponed.

The young aviator remained at the barracks in this city about twenty minutes and then started back to the hangars at College Park. When he left the aviation field this morning, Lieut. Milling said, he intended flying across the city and Potomac river to Fort Myer. He encountered counter-currents of air, however, while up about 400 feet over the National Capital, and he decided to postpone the Fort Myer trip until some other day. But he surprised the officers at the barracks, and when he alighted was surrounded by the soldiers and congratulated. Had the lieutenant gone to Fort Myer the chances are that he would have run into the storm.

Adds to His Record.

Lieut. Kirtland, who accompanied Lieut. Milling, also added to his fame as an aeronaut this morning preceding the trip to Washington, when he took the same machine up to a height of 3,260 feet, the highest ever attained on the College Park field.

Not only did he make the highest flight, but he started from Berwyn, and, with Riverdale as his objective point, flew in circles, remaining in the air thirty-two minutes. This is said to be the longest time that an aviator has remained in air on the same field.

Lieut. Kirtland is to have charge of the new Wright-Burgess machine, which has already arrived in Washington, and for which Harry S. Atwood is to act as instructor.

The first notification of the flight to Washington was conveyed by telephone messages from Hyattsville shortly before noon. It was said that the aviator was bound for Washington and that he intended to land on the Monument grounds. The army was first alerted by Washingtonians as he was crossing the Eastern branch, and the word that an aeroplane was flying over the city spread rapidly. Scores of persons began to appear on roofs of buildings everywhere and scores of clerks in the District building emerged through the roof doors.

Heated for the Arsenal.

It was seen that the aviator was steering for the arsenal at the foot of 7th street. He was lost to sight then for a few minutes. Inquiry at the barracks by telephone revealed that the aeronaut had landed on the base ball field and would endeavor to fly over the city on a line with 7th street.

When the airship again appeared it was soaring at a height of approximately 400 feet and was heading straight for College Park. A number of persons who had learned of the flight ran to the Monument grounds and waited in vain for a sight of the birdman.

It was thought by many that Lieut. Milling would try to repeat the feat of Grahame White and land near the White House for a call on the President.

SEVEN PLANTS MERGE.

Heating and Ventilating Industries in Single Corporation.

CINCINNATI, July 7.—Formal announcement has been made of the completion of the merger of a number of independent heating and ventilating companies into a single corporation, to be known as the Federal Heating Company, a Delaware corporation, with a capitalization of \$1,200,000.

The plants merged are the International Heater Company, Utica, N. Y.; the Peck-Williams Heating and Ventilating Company, Cincinnati; the L. J. Mueller Furnace Company, Milwaukee; the Twentieth Century Heating and Ventilating Company, Akron, Ohio; the Henry & Schibbe Company, Cleveland; the Quanta Manufacturing Company, Chicago; the Ideal Furnace Company, Detroit.

SERVICE AT SUNRISE

Christian Endeavor Exercises on Atlantic City Pier.

INSTITUTE IS HELD LATER

Prominent Workers Deliver Addresses in Eleven Churches.

DELEGATES ENJOY BATHING

Campaigns for Securing the Next International Convention Already Are Under Way.

STORM BREAKS HEAT

Wind Blows Down Flagstuffs and Sheds.

AN INCH OF RAIN FALLS

Within Hour Mercury Takes Drop of Twenty-Eight Degrees.

STABLE ROOF IS SENT FLYING

Colored Man Receives Injury—The Weather Prophets Made Accurate Prediction.

ATLANTIC CITY, N. J., July 7.—Sunrise services on the Million-dollar pier ushered in the second day's activities of the twenty-fifth international Christian Endeavor convention. The services this morning began at 6:30 o'clock, lasted three-quarters of an hour, and were well attended.

These were followed by the holding of a Christian Endeavor institute in eleven churches, at which prominent workers from different parts of the country made addresses and discussed the work of increasing the influence of the society. During the earlier hours of the morning there was held a consultation in which experts in Christian Endeavor work met members of the society for personal talks on Christian Endeavor problems.

From 10:30 a.m. to 2:30 p.m. the program called for no special work and the host of Christian Endeavorers spent the time in surf bathing and other seashore recreation. There will be two big meetings on the pier this afternoon.

Campaigns for securing the next international convention, in 1915, already are under way. California seems to be leading the other contestants by a good margin.

President Clark Re-Elected.

Declaring that the English-speaking peoples should unite in a pact "indissoluble by the hideous god of war," the Rev. Francis E. Clark, president of the Christian Endeavor, made an eloquent plea to the 5,000 delegates attending the opening session of the convention for co-operation in a movement for world peace.

Other speakers were Rev. Dr. Taft, Sir Edward Grey and other statesmen in daring to refer questions of national importance to arbitration.

Mr. Clark was re-elected president of the society at a meeting yesterday afternoon, under the stipulation that he would be relieved of the detail work of his office.

Message a Surprise.

The fact that Atwood is to carry a passenger will make the trip a more hazardous one and will give it more importance in the history of aerial navigation.

Atwood will land on the polo field in Potomac Park. It is expected that he will put in his appearance somewhere between 6 and 7 o'clock.

Whistles to Give Notice.

As soon as the aviator has been sighted factories in Washington will be notified and steam whistles will sound in approach. A flag also will be run up on the Evans building. These arrangements have been made by the Chamber of Commerce in order to enable everyone to see the conclusion of the history-making flight.

Officials of the chamber this afternoon will notify Gen. Wood, officers of the Signal Corps of the army and other government officials of the time that Atwood is expected to land.

Five Automobilists Hurt.

BRIE, Pa., July 7.—Five well known persons were probably fatally injured today in an automobile accident at North-east, near here. They are Frank Bowler, hotel proprietor of Northeast, and Mrs. Hattie Horn, Mrs. Charles Paine, Mrs. Frank Stennett and Mrs. Archie Mead, wives of Corry, Pa., business men.

The accident occurred when the five under the name of the Corry family were driving in a ditch. Arrangements are being made to bring them to a hospital in this city.

STEAMER GOES ASHORE.

Two Schooners Expected to Float Vessel at High Tide.

POINT ARGUELLO, Cal., July 7.—The Pacific Coast Steamship Company's steamer Santa Rosa went ashore before dawn today, two miles north of the lighthouse on this point. The vessel struck at low tide.

Two steam schooners, the Centralia and the Helen P. Drew, have hawsers attached to the stranded steamer, and it is practically certain she will be floated at high tide.

Capt. Paria was so certain of the safety of the steamer that he made no effort to land his passengers. The vessel is lying easily on the beach and there is little sea running.

King George Goes to Ireland.

LONDON, July 7.—King George and Queen Mary, with the Prince of Wales and Princess Mary, departed today for Ireland, where they will land tomorrow. The royal party will proceed for Wales Wednesday.

James F. Curtis Improving.

MANCHESTER, N. H., July 7.—Suffering from the effects of the heat James F. Curtis, assistant secretary of the Treasury, is recuperating at his home here. Mr. Curtis was prostrated Monday, and has been in bed since. It is expected he will be able to return to Washington by Sunday.

Sunday Magazine

of The Sunday Star

Prisoner a Heat Victim.

Ernest Hunt, a prisoner at the eleven precinct police station, fell ill with the heat while behind the bars last night. Arthur D. Mayo, fifty years old, 1439 Rhode Island avenue, northwest, was treated at the Emergency Hospital today for heat prostration.

Archer Bryan, colored, twenty-two years old, 821 Brown court, suffered an attack of heat prostration about 5 o'clock yesterday. Kramer's greengrocery, 4th street northeast, when he was stricken.